

1940-1949

1940

The Highway Patrol's Safety Squadron was organized in April. The squadron toured the state working traffic by selective enforcement and promoting traffic safety. The squadron fleet consisted of 13 white motorcycles, one white Ford coupe with house trailer, four white panel trucks, and two white coaches. Members of the squadron had radio communications with one another and the nearest troop headquarters.

New equipment: Peerless brand handcuffs, with swivels between, replaced the flash-back cuffs; accident templates were issued; a combined unit of siren and red light was mounted on the left front fender of each patrol car. (Sirens were formerly mounted behind grilles.)

On December 23, Captain W.J. Ramsey became acting superintendent replacing acting superintendent A.D. Sheppard, who was called to active service with the National Guard. The winds of war were approaching the United States.



Acting Superintendent — Captain W.J. Ramsey.

1941

The Missouri State Highway Patrol had now been in existence for a decade. It was well accepted by the citizens of Missouri and had established a good reputation.

New responsibilities were given to the Highway Patrol due to war conditions. These duties included escorting military convoys; making emergency war surveys for hospital facilities, airports, and private airplanes; searching for Selective Service violators; conducting un-American activity investigations; and making investigations to determine if persons were security risks.

Governor Forrest M. Donnell appointed Mr. Stanley Ginn, an attorney from Aurora, MO, superintendent on November 12.

Two members of the Highway Patrol were killed in the line of duty in early December — Troopers Fred L. Walker and Victor O. Dosing.

Trooper Walker was mortally wounded on December 3 near Ste. Genevieve. Walker had picked up two young men on Missouri Route 25 for investi-



Colonel M. Stanley Ginn was appointed November 12, 1941.



The Patrol's Safety Squadron was organized in 1940.

gation, handcuffed them, and placed them in the back seat of his patrol car. After traveling about a mile, one of the subjects pulled a hidden gun. Trooper Walker was shot and pushed from his car. The young men were later apprehended in Perryville. Walker died in a St. Louis hospital. Both men were sentenced to 99 years in prison.

On December 7, Troopers V.O. Dosing and Sam Graham went to the Coffee Pot Tavern, near Gallo-way, to question a murder suspect. They were approaching a second floor door on an outside staircase when the suspect suddenly opened the door and fired two shots from close range at the troopers. One shot killed Trooper Dosing and the other seriously wounded Trooper Graham. After the killer's revolver jammed, he took Dosing's revolver and killed himself.

A training class was held in December at the Pete James Gymnasium in Jefferson City. The class of 21 men graduated in February 1942.

1942

The United States was in the midst of World War II. By the end of the year, 43 members of the Patrol would be in the armed forces.

In order to be prepared to handle some emergencies that might arise during the war, the Missouri State Highway Auxiliary The Missouri State Highway Auxiliary



Trooper Fred L. Walker



Trooper Victor O. Dosing



In 1942, the Missouri State Highway Auxiliary Patrol was formed to handle emergencies during World War II. Pictured are members of the Auxiliary Patrol.

Patrol was formed in March 1942. The auxiliary was created to handle emergencies that might arise during the war, such as air raids, black-outs, evacuations, or duties involving a large number of personnel (helping to direct military convoys). Members of this group received 16 weekly, two-hour sessions of training and were directly supervised by members of the Patrol. The Auxiliary Patrol numbered 1,047 men and was distinctly uniformed in a cotton twill copy of the regulation Patrol uniform with an "overseas" cap.

FM car transmitters permitting two-way communications with fixed stations over distances of 50 to 60 miles appeared on the market in 1941. Ten experimental units were installed in cars that year. This experiment was very successful and all Patrol cars were so equipped in 1942.

The operation of Missouri's weigh stations was taken over from the Highway Department on June 1. The weigh stations were located at Savannah, Kansas City, Macon, Hannibal, Imperial, St. Charles, Gray Summit, Carthage, Springfield, Cape Girardeau, and Kingdom City.

On July 1, members were told to purchase trousers and military oxfords to be worn in the summer instead of boots and breeches.



Pictured is one of the Missouri's weigh stations in 1942.

Nineteen new troopers completed six weeks of training at Sedalia in January. Four, one-week retraining schools were held at Sedalia during April and May.

1943

Two troopers were killed in the line of duty in 1943. Trooper Charles P. Corbin, 26, was killed on September 15, in Jasper County in a collision with a tractor-trailer truck which was on the wrong side of the road. On December 12, Trooper Ross S. Creach, 24, was directing traffic at the scene of an accident in Shelby County, when he was struck and killed by a vehicle operated by a drunken driver.

Changes in the Highway Patrol law authorized 10 percent of Patrol appropriations to be taken from the general revenue fund instead of highway funds. This enabled the department to continue with its criminal work. Other changes included a \$10 monthly uniform allowance and the creation of the ranks of lieutenant and sergeant. Prior to the rank of lieutenant, the Patrol used three different sergeant ranks (tech sergeant, troop sergeant, and master sergeant).



The 1942 Chevrolet was the first patrol car to have "State Patrol" painted in bold letters on the side doors. Car numbers were also painted on the top of the vehicles for the first time.



Trooper Charles P. Corbin



Trooper Ross S. Creach



Trooper J.N. Greim

Other notable events in 1943: Several women were employed as radio operators due to the manpower shortage caused by the war; the title of radio dispatcher was created. Four members were given this title and transferred to the control station KHPF in Jefferson City; 21 recruits graduated on January 28. Another 12 completed training on September 4 at Jefferson City High School.

1944

Traffic fatalities were increasing in the state, particularly at railroad crossings. In the early part of 1944, the Patrol worked with several other state agencies in sponsoring the first high school driver education program in Missouri.

On August 25, Captain O.L. Wallis was appointed acting superintendent by Governor Forrest M. Donnell. Colonel M. Stanley Ginn had been granted a leave of absence to enter the United States Navy.

Commercial weigh stations became operational at Cabool and Waynesville in 1944.

1945

On January 1, members began to wear the Patrol shoulder patch on the shirt. Prior to this time, it was worn only on the blouse.

On February 13, Trooper Hugh H. Waggoner, 34, was appointed superintendent by newly elected Governor Phil M. Donnelly. Waggoner was the first

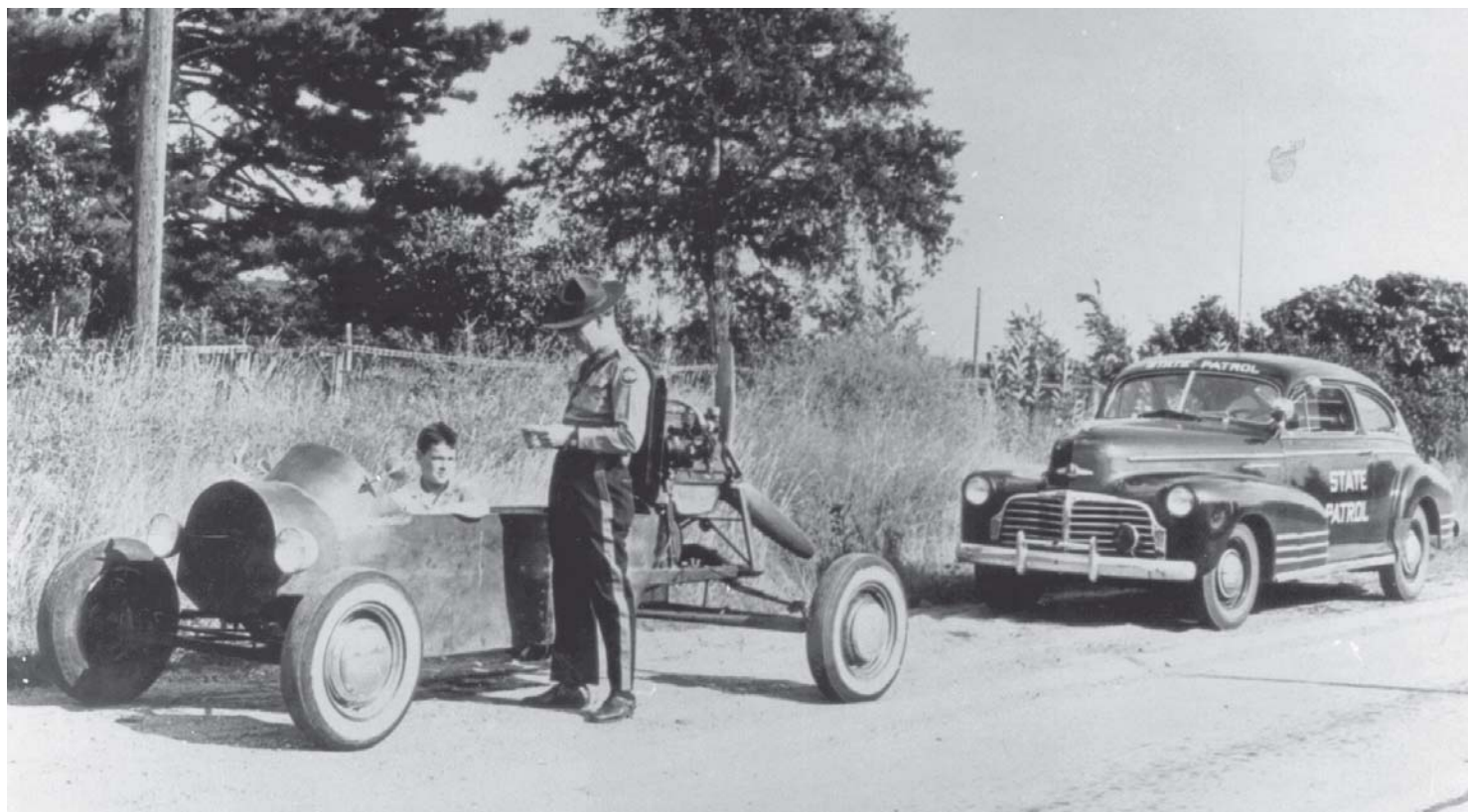


In 1943, women were employed as radio operators due to the manpower shortage caused by World War II. Here, Doris Jean Pinnel and Ruth Arlene Boddy work at the radio console.

officer from the ranks to become superintendent.

The first legislated pay increase for starting troopers was given in 1945. Members received a salary increase of \$50 per month, increasing the pay of a starting trooper to \$200 per month.

On July 13, Trooper J.N. Greim, 32, was killed in a plane crash along with his pilot near Corning, Arkansas. Greim was in a private plane searching for two persons who had earlier abandoned a car.



Trooper H.A. Hansen is concerned about the safety of the driver of this unique propeller-driven vehicle built in Paris, MO, in 1945.



Acting Superintendent — Capt. O.L. Wallis



Colonel Hugh H. Waggoner

Employees became eligible for Workmen's Compensation benefits on December 19, 1945.

1947

Crime and traffic accidents were on the increase during the immediate postwar period. Auto theft ranked high on the list of crimes that were on the rise. The Highway Patrol's safety officers made an all-out effort to educate the public on good driving techniques.

All patrol cars were equipped with new radios allowing not only car-to-fixed station communication, but car-to-car. Mr. Harry Duncan was named head of the Radio Division.

An annual school bus inspection program began in August.

1948

In January, Governor Phil M. Donnelly placed Colonel Hugh Waggoner in charge of the Missouri Training School for Boys in Boonville. Escalating violence and dissension at the school, and a large number of escapes, led to the Patrol being tasked with restoring order and investigating conditions at the training school. Trooper W.S. Barton was named by the superintendent to command the school. Approximately six weeks after the Patrol was placed in charge of the school, Colonel Waggoner delivered a 125-page report to the governor detailing a multitude of deficiencies existing there. Troopers found only three percent of the 309 inmates were sixteen years old and younger. The

1946

The war was over and nearly all members who were in the military service returned to the department. Sixty-two men were appointed to the Patrol in August following training at the Cuivre River Recreational Area located near Troy, MO. The Patrol was now near its authorized strength.

Now, employees were permitted to accumulate sick leave at a rate of one day per month.

Members participated in escorting President Harry S. Truman and England's Prime Minister Winston Churchill to Fulton from the Jefferson City train depot and back. It was in Fulton that Churchill gave his historic "Iron Curtain" speech at Westminster College.

The troops were redivided and two new troops added effective August 15. The new troops were Troop G, in Willow Springs, and Troop H, in St. Joseph.

On August 28, the Highway Patrol purchased its first aircraft — a war surplus Stinson L-5. Trooper Hugh A. Wallace was the senior pilot. Other pilots were Sergeant Ralph H. Eidson and Trooper Robert F. Boyland. A second plane was purchased later in the year.

On September 1, 1946, a Personnel and Training Division was created within the Highway Patrol.



The Patrol's first aircraft was this Stinson L-5, a war surplus aircraft, purchased in 1946.

governor replaced the school board, who then began the task of correcting the problems of the school. One of the first actions of the new board was to approve the transfer of incorrigible, adult inmates to the penitentiary in Jefferson City. Troopers relayed 75 inmates in two trips, while also escorting the governor who accompanied the convoy. The Missouri Training School for Boys detail would last two and one-half months. While some were quick to criticize the governor's involving the Patrol, many more were impressed with the way the Patrol conducted itself in such a difficult assignment. While the Patrol was in charge, no murders or escapes occurred.

Large identification door decals, created by Tpr. Tom Pasley, were placed on patrol cars in 1948. The words "State Patrol" in white letters were placed on the rear of the vehicles.

Fifteen men completed their training at Fort Leonard Wood in June. Five more completed training in November.

Smith and Wesson .38-caliber revolvers on .44-caliber frames replaced the official police Colt .38-caliber weapons. The new sidearm was larger and weighed a few ounces more than the Colt.

In December, the Troop H Headquarters building was completed as was a new Troop D Headquarters building in Springfield.

1949

Lieutenant David E. Harrison of St. Joseph, one of the original members of the Patrol, was appointed superintendent by Governor Forrest Smith.



Colonel David E. Harrison

New legislation affecting the Highway Patrol did the following: authorized the rank of major; increased the strength of the department from 228 to 260 officers; mandated high school education for entrance; and increased salaries \$50 or more for each rank. (The monthly salary for troopers became \$250.)

Captain G.R. Minor became the Patrol's first major (Major Minor) and was second in command of



The annual school bus inspection program began in August 1947. This photo was taken in Jefferson City.



Troopers participated in escorting President Harry S. Truman and England's Prime Minister Winston Churchill to Fulton from Jefferson City for Churchill's famous "Iron Curtain" speech at Westminster College.



Pictured is the Missouri Training School for Boys in Boonville, MO. The Patrol was placed in charge of the school in 1948 to restore order and investigate conditions at the school.

the department. The Highway Patrol reached its new authorized strength when 34 men finished their training in November at the State Fairgrounds in Sedalia.

Radio communications improved in 1949 when relay stations were placed in remote areas throughout the state. These stations allowed officers in these areas to communicate with their respective troop headquarters without difficulty.

Motor vehicle changes included installing side rearview mirrors on all patrol cars and placing red lights and sirens on the tops of 1949 model cars, instead of on the fenders. Red lights were also placed inside rear windows, marking the first time that warning lights faced the rear.

A new weight station was opened in Moberly, and radio transmitters were installed at some weigh posts.

Trooper Tom Pasley stands by a 1948 Chevrolet which is sporting the door decal he created. ➡



Officers watch the burning of gambling equipment following a raid.

